BOSTO

the ship was splendidly equipped. She had twenty lifeboats, wide, unsinkable,

capable of resisting the battering of heavy seas. They were capable of holding

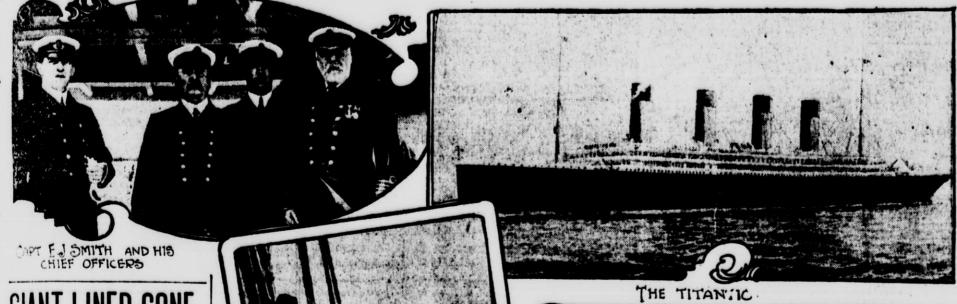
Unsettled to-day; fair and cooler to-morrow; southerly winds. Detailed weather reports will be found on page 17.

VOL. LXXIX.-NO. 229.

NEW YORK, TUESDAY, APRIL 16, 1912. -- Copyright, 1912, by the Sun Printing and Publishing Association

PRICE TWO CENTS.

# 1,500 MISSING AFTER TITANIC FOUNDERED



The

# GIANT LINER GONE ERE HELP CAME

Only Her Boats Found, Carrying 866 Passengers and Boat Crews.

WOMEN LIVE, MEN DIE

Noted American Families Are Plunged Into Mourning.

ICEBERG HIT IN NIGHT

Within Less Than Four Hours the Magnificent Liner Foundered.

RAN ONLY 30 MILES MORE

Sea Strewn With Wreckage and Corpses When the Carpathia Came.

listory of ocean traffic occurred last Sunday night when the Titanic of the rous modern shins may defy wind and eather, but ice and fog remain uncon-

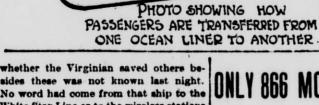
Out of nearly 2,400 people that the Titanic carried only 886 are known to have been saved, and most of these were women and children. They were taken from small boats by the Cunarder Carpathia, which found when she ended her desperate race against time only the boats, a sea strewn with the wreckage f the lost ship and the bodies of drowned men and women.

Among the 1.480 passengers of the giant her were Col. John Jacob Astor and his wife, Isidor Straus, Major Archibald W. Butt, aid to President Taft; George D. Widener and Mrs. Widener of Philadelphia, Mr. and Mrs. Henry S. Harper, William T. Stead, the London journalist; D. Millet, the artist, and many more whose names are known on both sides of the Atlantic. The news that few besides women and children were saved has taked the greatest apprehension as to

When the Titanic plunged headlong arantst a wall of ice at 10:40 on Sinday night her fate established that to modern steamship is unsinkable and all of a large passenger list cannot d in a liner's small boats. The for Line believed that the Titanic cically invulnerable and insisted re was no doubting the full extent tastrophe that she could not creat ship was the last word scientific construction, but she he ocean floor almost as quickly as

> t uniden trip the Titanic, built ned at a cost of \$8,000,000, a mlace, found her graveyard. from the westerly steamship south of the Grand Banks dland to take the direct run t, she hurled her giant hulk i iceberg that rose from an held drifted unseasonably from Running at high speed run and silent enemy of seae shock crushed her bow. tent plates and timbers water swiftly that her captain, E. he admiral of the White Star w there was no hope of saving " much the faltering wireless . but its confused and fragimperings left blank the story hours that the doomed vessel

and children had been lowmall houts, these and a few ... in all, which appear ploked up by the Virginian ed to the Carpathian. But



White Star Line or to the wireless stations along the coast. Carpathia Sends No Names.

The officials of the White Star Line we struggling all night to get into communi-The greatest marine disaster in the cation with the Carpathia and learn the names of some of those who were or who nite Star Line, the greatest steamship by wireless was the fact that the Carpathia, were not on board. All they could get cargo of women and children. The Marin touch with either the Carpathia or the the rescued were on board the Carpathia or whether the Virginian carries other that were saved. But they were unsuccessful and it is not positively known whether or not the Virginian transferred all of those she picked up to the Carpathia. The Carpathia should reach here some

> time on Wednesday afternoon. Staggering in the ice field into which she had driven, the Titanic sped call after call to the hurrying liners of the uppe roads-the Cunarder Carpathia, the Vir the Atlantic, and the big Germans that were ploughing their way between the continents. And the wireless once more proved its worth, for the Carpathia and the Virginian, wheeling in their course, sped through the night, venturing unknown dangers and raced up in time to save the lives of all who are known to be safe.

was left in such suspense and dread as vessels, they had failed. followed the first faltering calls for help from the crushed Titanic. At 10:40 P. M on Sunday night, the Virginian, speeding on her way to Glasgow, picked up the White Star steamship's insistent, frantic COD, the Marconi signal of distress and peril that clears the air of all lesser messages and that turns ships at sea out of their course. Dash by dash and dot by dot the wireless operator of the Virginian caught the cry for help:

"Have struck an iceberg. Badly dam-

aged Rush aid." Seaward and landward, J. G. Phillips, the Titanic's wireless man, was hurling the appeal for help. By fits and startsfor the wireless was working unevenly and blurringly-Phillips reached out to the world crying the Titanic's peril A word or two, sctattered phrases, now and then a connected sentence, made up the messages that sent a thrill of apprehensouth of the doomed liner

### Many Lines Henr The Call.

Other rushing liners besides the Virginian heard the call and became on the instant something more than cargo carriers and passenger greyhounds. The big Baltic, 200 miles to the eastward and westbound, turned again to save life, as in time. There was need for all the power she did when her sister of the White Star of her engines and all the experience fleet, the Republic, was cut down in a fog and skill of her captain. The final flutin January, 19 9. The Titanic's mate, the tering Marconigrams that were released Olympic, the mightiest of seagoers save the Titanic herself, turned in her tracks. great ship with 2,180 souls aboard was All along the northern lane the miracle

## sides these was not known last night. ONLY 866 MOSTLY WOMEN, REPORTED TO BE SAFE.

THE BALTIC

At 2:15 o'clock this morning the Marconi station on top of Wanamaker's caught this wireless from the Olympic to the Camperdown land station

"Carpathia has 806 passengers aboard. Grave fears for the rest of the Ti-

The same message was picked up at Boston.

which left New York on April 13 for the self against an iceberg and sank with.

It is feared, 1,500 of her passengers and to this port, bringing here the mournful ered she found only boats and wreckage.

The despatch says that the Titanic foundered at 2:20 o'clock in the morning and three hours after she had struck an iceberg and less than thirty miles from Allan liner Virginian to find out if all of the point of the collision. The vessel went down in latitude 41.46 north, longi-

> All the Titanic's boats are accounted for. Six hundred and seventy-five of the passengers and of the boat crews were saved. The passengers saved are nearly all women and children. The Olympic was hurrying to the scene of the disaster, and the steamship Californian, the despatch says, was searching for

The Carpathia is on her way to New York and will arrive Thursday night or

Vice-President Franklin of the International Mercantile Marine Company ginian and the Parisian of the Allan Line, said at 11 o'clock that he had received no reply from wireless messages sent in the great Baltic, the Good Samaritan of all directions in an effort to pick up the Olympic and Carpathia for more details. He was not holding back anything, but insisted he was making all news public as fast as he received it.

In reply to questions Mr. Franklin said that the Allan liner Virginia could not have been towing the Titanic at any time because she couldn't have reached was still plunging eastward, that all comthe scene until 10 o'clock yesterday morning, long after the Titanic had sunk. He had been trying in every way to get word from the Virginian and Parisian as to what they could tell in the way of details, but while the White Star agents blue flashes in a desperate effort to know It has been many years since the world in Halifax reported that they had used every means to communicate with the

"The Carpathia must have picked up passengers who were in lifeboats," word from the Titanic was that she was said Mr. Franklin. As to the fate of the other passengers, Mr. Franklin said the reports were discouraging.

"Do you believe that Capt. Smith went down with the ship?" Mr. Franklin a blur of signals. It was hopeless. So

"From what I know of Capt. Smith I believe that if anybody stayed on board and went down with the Titanic, Capt. Smith did," he replied.

of the wireless worked for the distressed

### Virginian in Desperate Haste.

But the Virginian was nearest, barely 170 miles away, and was the first to know sion for a thousand miles east, west and of the Titanic's danger. She went about and headed under forced draught for the spot indicated in one of the last of Phillips's messages latitude 40.32 N. and longitude 61.18 W. She is a fast ship, the Allan liner, and her wireless has told the story of how she stretched through the night to get up to the Titanic from the Titanic made it certain that the filling and in desperate peril.

DEWEY'S CLARST OR SAUTERNE PUNCH ANTEDILL'VIAN WHISKEY,
of time and bother to get it just right
H. T. DEWEY'S CLARNT OR SAUTERINE PUNCT
For Historian Functions.
H. T. DEWEY'S SONS CO. 138 Fulton Street, N. Y
-Ade.

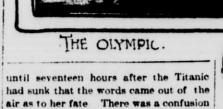
Further out at sea was the Cunarder and sinking White Star ship. The Ham- Carpathia, which left New York for the burg-American Cincinnati, the Parisian Mediterranean on April 11, and which away of the wireless Maybe the from Glasgow, the North German Lloyd had felt the chill in the air which all paratus was injured when the huge vessel Prinz Frederich Wilhelm, the Hamburg- sailors know means the proximity of plunged headlong against the iceberg; American liners Prinz Adelbert and ice. Round she went and plunged back possibly the supply of fuel for the wire-Amerika, all heard the C Q D and the westward to take a hand in saving life. rapid, condensed explanation of what And the third steamship within short sailing of the Titanic was the Allan liner it was best to wait before flinging futile Parisian away to the eastward, on her way from Glasgow to Halifax.

While they sped in the night with all the drive that steam could give them the Titanic's call reached to Cape Race and the startled operator there heard at midnight a message which quickly reached New York:

"Have struck an iceberg. We are badly damaged. Titanic, latitude 41.46 N.,

Cape Race threw the appeal broadcast wherever his apparatus could carry.

Then for hours, while the world waited for a crumb of news as to the safety of the It appears from news obtained by THE great ship's people, not one thing more was known save that she was drifting. broken and helpless and alone in the



and tangle of messages a jumble of rumors. Good tidings were trodden upon by evil. And no man knew clearly what was taking place in that stretch of waters where the giant icebergs were making a mock of all that the world knew best in shipbuilding Titanic Sent Out No More News.

It was at 12:17 A. M. while the Virginian munication from the Titanic ceased The Virginian's operator, with the Virginian's captain at his elbow, fed the air with what was happening to the crippled liner. but no message came back. The last sinking. Then the sparking became fainter. The call was dying to nothing. The Virginian's operator labored over the Allan ship strove on, fearing that the worst had happened.

It was this ominous silence that so alarmed the other vessels hurrying to the Titanic and that caused so much suspense here. And in the long hours that followed there was no explanation of that dying less motors gave out, or it may have been that some one in authority decided that news abroad. At any rate the Titanic, a!ready waterlogged, her end a certainty. her people straining their eyes for the first streak against the horizon that would show the approach of help, was as much cut off from the world as though she were already on ocean bottom

#### Carpathia Picked Up Boats. As the wireless tells the story, when the Carpathia arrived the seaways between the icebergs were crowded with the boats

of the Titanic, and the great ship herself.

admiral of the White Star fleet, the careful veteran of the Atlantic who has brought so many of the line's finest ships to this port on their maiden trips, realized

these boats, each boat in charge of an officer of the ship. Then the old men and such of the men passengers as were ill or afflicted were ordered into boats. It is supposed that the 675 on the Carpathia are mostly women

So far as could be told from the seant wireless messages from the ships that found them, these boats were affoat when the Carpathia blazed through the gloom. It was a long and perilous task, but the Carpathia so manœuvred that 675 of the Titanic's passengers-mostly women-found their way to her decks. The first definite news that was received here by the White Star Line was dated 11:20 A. M. and said:

"Parisian and Carpathia in attendance on Titanic. Carpathia has taken away twenty boatloads of passengers. Baltic approaching. Olympic 260 away.

The Allan liner Virginian, nearing the Race at 3:35 A. M. that the women and children were being taken off in a calm sea. The Virginian's wireless operator said he had got this news from the Titanic herself. The accuracy of this message scene of the disaster, wirelessed Cape

was generally doubted. At about 4:30 A. M. a message reached Halifax announcing that most of the passengers were then in lifeboats and that the Titanic was sinking slowly by

the head Other messages of a confusing and contradictory nature reached here from Halifax, Cape Race and other wireless stations. From Canso, N. S., word came that the Titanic having transferred her passengers to the Parisian and Carpathia was at 2 P. M. being towed to Halifax by the Virginian.

agency at Halifax received a wireless at 4:15 P. M. that the Titanic was sinking. It was said that the steamship towing Sun that Capt. E. J. Smith of the Titanic, the Titanic was trying to get her in shoal

Palse News and Palse Hope

At 8:30 o'clock in the morning Montreal

### staying above water and that reliance must be had on the small boats. With such **COMING BY WIRELESS**

Star offices began to receive from the Olympic by wireless a list of the survivors on the Carpathia. They had seventy-five at 2:15 and were giving them out slowly after verification. Here is the list as it came, evidently including steerage passengers:

MRS. JACOB P. (POSSIBLY JOHN JACOB ASTOR).
MR. HARRY ANDERSON.
MRS. EDWARD W. APPLETON.
MRS. ROSE ABBOTT.
MISS G. M. BURNS.
MISS D. D. CASSEBIER.
MRS. H. (W. 2) M. CLARK. \_\_ (POSSIBLY MRS. MISS G. M. BURNS.
MISS D. D. CASSEBIER.
MRS. H. (W.?) M. CLARE.
MRS. B. CHIBINANCE (CHIBNAIL?).
MRS. E. G. CROSBY.
MISS ROSE CROSBY.
MISS JEAN THAYER.
MRS. K. F. ANDREWS.
MISS JEAN THAYER.
MRS. G. H. BURNS.
MISS E. W. ALLEN.
MR. AND MRS. D. BISHOP.
MR. H. BLANK.
MISS A. BASSINE.
MRS. JAMES BAXTER.
MRS. JAMES BAXTER.
MRS. JEONGE A. BAYTON.
MRS. C. BARNELL.
MRS. J. M. BROWN.
MISS G. C. BOWEN.
MR. AND MRS. R. L. BECEWITE.
MRS. HENRY B. HARRIS.
MRS. ALEXANDER O. HALVERSON.
MISS JEAN HOPPACH.
MISS MARQUERITE BAYS.
MR. AND MRS. EDW. KIMBERLY
(KIMBALL?).
MR. S. A. KENNYMAN.
MISS EMILE KENECHIN.
MISS G. F. LONGLEY.
MRS. A. M. LEADER.
MISS BERTHA LAVERY.
MRS. ERNEST H. LINES.
MISS MARY C. LINES.
MISS MARY C. LINES.
MISS JARY C. LINES.
MISS JARY C. LINES.
MRS. J. LINDSTROM.
MR. GUSTAY LESNEUR.

VIRGINIAN

MISS GEORGETTE AMADILL. fifty persons each in smooth water. The women and children were put in some of

MRS. G. M. TUCKER JR., AND MAID. MRS. J. D. THAYER. MRS. J. D. THAYER, JR. MR. HUGH WOLLNER. MISS ANNA WARD. MR. RICHARD M. WILLIAMS. MRS. S. M. WARNER. MISS HELEN A. WILSON. MRS. GEORGE D. WIDENER AND MAID. MR. C. ROLMANE. MRS. SUSAN P. ROGERSON. MISS EMILY B. ROGERSON. MRS. ARTHUR ROGERSON MASTER ALLERSON AND NURSE, MRS, KATE T. ANDREWS. MRS, J. STUART WHITE.

MRS. THOMAS POTTER, JR MRS, EDNA S, ROBERTS, COUNTESS OF ROTHES, MISS LUCILE FORTUNE.

These names were picked up by the Marconi Station on Wanamaker's. The Marconi Station on Wanamaker's. The wireless people reported that a thunder storm was interfering with reports. They were trying Siasconsett:

(POSSIBLY MRA

The ame of Bruce Ismay, also re-ported as saved, does not appear on this list, nor do the names of John Jacob Astor, Isidor Straus, Major or George D. Widener, whose wife

### WIDENERS REPORTED SAFE. Family in Philadelphia Said to Have Received Wireless.

WASHINGTON, April 15 .-- Friends of washington men, who were on the Ti-tanic heard to-night that the Wideners in Philadelphia had received some sort of assurance in regard to the safety of George D. Widener and his wife. They called up the Widener house in Phila-delphia on the telephone and were told that Vice-President Franklin of the In-ternational Mercantile Marine had told them he was confident the Wideners were saved. Mrs. E. R. Thomas, who is visiting here, also got a message from were sived. Mrs. E. R. Thomas, who is visiting here, also got a message from the Wideners in Philadelphia, saying they had received a Marconi wireless from the Carpathia assuring them Mr. Widener and his wife had been saved. Philadelphia, April 15.—At the home of the Wideners it was said that no word had been received from any said.